

**WAIKIKI LIVABLE COMMUNITY PROJECT
PUBLIC WORKSHOP – OCTOBER 29, 2002
NOTES – KUHIO AVENUE**

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SESSION #1 (3:30PM TO 5:00PM)

Projects:

Think BIG!
Exhaust ideas.

Protocol:

There are different opinions – no wrong answers
Everybody has a right to speak – in turn and one at a time
Time is of the essence. Be brief, informative
Please direct comments to project team.

Challenges:

What are our challenges?

- Think SOLUTIONS
- Compromise
- Visualize

Pedestrian Friendly Amenities & Attractions

- Drinking Fountains
 - Every couple of blocks
- Restrooms
 - Well located and maintained
- Sidewalks
 - Improve maintenance
 - Ensure ADA accessibility
- Increase landscaping and widen sidewalks
- Automatic pedestrian signalization
- Walking mall – plus public transit and tour buses
- Kuhio Avenue and Seaside Avenue need signal
- Locate pedestrian amenities near businesses
- Tour buses should be away from Kuhio Avenue
- Locate tour bus stops conveniently and strategically to serve buses and pedestrians
- ★ Two characteristics of Kuhio Avenue
 - East of Kaiulani Avenue : Resident
 - West of Kaiulani Avenue: Commercial
- Residential avenue of Waikiki
- Commercial avenue serving residents, visitors, and community

- Meeting place
- Business frontage need to be more pedestrian friendly
- Wider sidewalks – place greenery closer to the street and people closer to the businesses
- ★ Keep Kuhio Avenue the way it is.
- Enhance mauka side – currently barren, i.e., add landscaping
- Create “Main Street” atmosphere
 - Increase landscape
 - Unifying visual treatment
 - No cobblestone
- Decrease use of concrete – Alternative paving material
- Fix storm drains – pedestrian safety hazard
- Provide permanent farmers market at Kaiolu Street parking lot
- Landscape maintenance program
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Gateways & Links to Waikiki

- More affordable parking

Bicycling as Viable Transportation

- Provide safe accommodations for cyclists (recreational)
- Provide ample, secure bike parking
- Provide dedicated bike lane thru Waikiki (not necessarily Kuhio Avenue)
- Set speed limit for cars, i.e. 19 mph
- Provide free bikes for tourists

Convenient & Affordable Transportation

- Maintain group transportation including buses and trolleys
- Maintain link for group transportation
- Disapprove of BRT
- Smaller tour buses – increased enforcement
- Limit vehicular sizes and types
- Joint use of public/private buses
- Synchronized signalization
- New projects should incorporate on-site space for buses
- Provide bus egresses (pull-outs)

Efficient & Coordinated Deliveries

- Construct underground tunnel for delivery vehicles
- Centralized delivery service
- Centralized loading areas for tour buses
- Convert parking spaces on Kuhio Avenue and side streets to loading zones:
 - Where there are no nearby residential uses, e.g. Aloha Avenue/Seaside Avenue, due to noise
 - Commercial area parking can be converted to loading zone during designated timer period

- Off-Street loading areas in new developments
- Boat arrival from airport
- Passenger transfers to shuttles is customer service
- Tunnel under Kuhio Avenue
 - Water table
 - Very expensive

Tour and Transit Center

- Tour buses should be located away from Kuhio Avenue
- Increase or maintain quality tour bus service
- City should use existing properties, acquire additional properties (e.g. City Parking Lot) for service and tour bus staging

Challenges

- Mixture of uses
 - Tour buses
 - BRT
 - Residential : cars
 - Visitors : cars
 - Bike
 - Delivery
 - Tour buses too large
- Car alarms
- Work with car rental companies
- Smaller buses = more buses
 - Compromise = luggage on separate vehicle
 - 60 pax buses
- Limit larger buses to larger streets and smaller buses to smaller streets
- Need rational transportation system for buses
- Tour buses move lots of people, much more than rental cars
- Mass transportation (BRT) very efficient – share lane; not loss of lane
- Idling buses – fumes and noise, waiting to stage on-street (Use City parking lot on Kuhio Avenue as staging area)
- Timing is critical – enforce existing laws
- Tour bus customers (hotel?) should provide off-street loading facilities
- Use old corporation yard near golf course as bus staging center
- Kuhio Avenue is 5 lanes – Removal of Kalakaua lane does not create major problems. Use of lane on Kuhio with pull-outs and sidewalk widening doable
- Need places to sit and wait for buses with planter boxes behind
- Bus staging area on vacant lot on Kanekapolei
- Program activities on streets – identify natural patterns to bring out plan
- Hilton and Sheraton bus loading works well
- Miramar works well, as long as can take passenger to hotel, but the elderly can't/don't want to walk long distances and get lost
- Waikiki system works well- need to find ways to mix with other livability concepts

- Separate types of bus tours – should not idle on street
 - Solve where people are waiting – bus staging area in appropriate location
 - Kuhio – reduce to 4 lanes, widen sidewalk, lane for bus loading
 - Minimize bus staging time in front of hotels
 - City buses dedicated to airport
 - Moving sidewalks
 - Noise pollution – motorcycles at night
 - Grates for storm drainage
 - Coordinate pick-ups don't block sidewalks
 - Tourist experience important
 - When people on vacation they are not punctual – difficult to coordinate pick-ups
 - Open up Kalakaua Avenue to buses again – relieve Kuhio – especially now that BRT resolved
 - WIA supports concept
 - Bike lane should be on Ala Wai
 - Bicycle path between sidewalk and road with landscape strip between road and bicycle lane
 - Bicycle lanes 8 – 10 feet required for two ways.
 - Bicycle share with pedestrians, learn to bike carefully
 - Outside lane of sidewalk (next to street) shared by bikes and quicker pedestrians. Inside lane for slower pedestrians.
 - Makai side of Ala Wai for pedestrians, mauka side for bikes
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SESSION #2 (6:00PM – 7:30PM)

Pedestrian Friendly Amenities and Attractions

- Widen sidewalks by reducing laneage
- Make Kuhio Avenue one – way
- Continuous landscaping on both sides with coconut trees, canopy trees
- Like rendering of Kuhio Street widening/ not like area fronting Waikiki Trade Center
- No differences between residential and commercial landscape
- Get rid of unsavory commercial uses near Seaside and Nohonani
- Enforce parking restrictions on stretch limos
- Fix broken sidewalks – non-slip surface when wet
- Replace street lights with those like on Kalakaua Avenue

Gateways and Links to Waikiki

- Enhance landscape and flow of traffic at entry/exit of Kuhio's major intersections
- Parking on streets – marked with colored bumps. Not sized for SUV
- Employers should provide off-street parking for employees and tourists within their properties

Bicycling as Viable Transportation

- Good idea for Ala Wai; not Kuhio, because of space
- Make Kuhio Avenue one way, widen sidewalks, add bicycle lane/path, with the addition of bus/delivery zones and BRT
- Take one-lane of traffic on Ala Wai and put in bike lane

Convenient and Affordable Transportation

- Bus system adequate except during shift changes
- Mass transit needed – need not be government monopoly, let private service handle it
- If BRT, then eliminate TheBus on Kuhio, instead have Tram/Trolley (private circulator), Need to be number efficient (sufficient capacity)
- Use OliOli tram circulator – accessible for the elderly and make it free

Efficient and Coordinated Deliveries

- Limit size of trucks delivering in Waikiki

Tour and Transit Center

- Centralized dispatch for taxis – cruising carefully/courteously
- One center (taxi stands) on each side of Waikiki
- Staging areas for buses off-street of Kuhio

Challenges

- Tram circulator : free vs. fee (charge for use) Potentially subsidized by Merchants contributions
- Reduction in traffic lanes to get pedestrian amenities – traffic must flow
- Fewer lanes would result in slower traffic/BRT/deliveries
- Need to keep tourist industry competitive – everything that impacts costs to tourist industry impacts it
- Should avoid BRT approach of pushing people onto mass transit by squeezing car convenience, need to get motoring public's acceptance
- Insufficient parking islandwide
- Employees should have parking in public rights of way